

NAVAJO COMMUNITY PLAN

Prepared by the
NAVAJO COMMUNITY PLANNERS
and
THE CITY OF SAN DIEGO

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The Navajo Community Plan was approved by the Planning Commission on July 29, 1982 by Resolution Number 3946 and adopted by the City Council on December 7, 1982 by Resolution Number 257606.

The Grantville Amendment to the Navajo Community Plan was approved by the Planning Commission on January 5, 1989 by Resolution Number 0333-PC and adopted by the City Council on April 4, 1989 by Resolution Number R-273164. The Grantville Amendment updates existing conditions, provides design guidelines, and establishes supplemental development regulations for Grantville. The amendment has been incorporated into this printing of the Navajo Community Plan.

On August 5, 2002, the Circulation and Public Transportation Element was amended by the City Council by Resolution Number R-296956 to incorporate the Metropolitan Transit Development Board's proposal for Light Rail Transit Service in the community, in conjunction with the Mission Valley East LRT project. The amendment also included some minor updates to existing conditions.

Two mobile home parks are located in the community in the vicinity of Mission Gorge Road. One is located near the intersection of Old Cliffs Road and Mission Gorge Road and the other is located at the eastern end of Old Cliffs Road. The Mobile Home Park Overlay Zone has been applied to both of these areas. This overlay zone provides protection for the residents of the mobile home parks against development of the sites for other uses and ensures the availability of varied housing types to create a more balanced community.

~~Because of a high incidence of landslides over the past few years, the City Council established a geologic hazard area in the community bounded by Mission Gorge Road, Golferest Drive, Navajo Road, Waring Road and Princess View Drive. Development in this area will be permitted only after the following conditions have been satisfied:~~

- ~~• An asbuilt geologic report is submitted to the City prior to the issuance of any building permits in the area designated as a geologic hazard area.~~
- ~~• Homeowner warranties against landslides are provided by the developer for a period of ten years following the first sale of any developed property in the area designated as a geologic hazard area.~~

OBJECTIVES

In the course of its deliberations, the Navajo Community Planners adopted objectives for each of the major plan elements. The principal or overriding residential objective to guide the long-range development of Navajo is to: MAINTAIN AND ENHANCE THE QUALITY OF EXISTING RESIDENCES AND ENCOURAGE THE DEVELOPMENT OF A VARIETY OF NEW HOUSING TYPES WITH DWELLING UNIT DENSITIES PRIMARILY IN THE LOW TO LOW-MEDIUM DENSITY RANGE AS SHOWN IN TABLE 1 BELOW.

TABLE 1
DENSITY RANGES

Very low density	0-4 dwelling units per acre
Low density	5-9 dwelling units per acre
Low-medium density	10-14 dwelling units per acre
Medium density	15-29 dwelling units per acre
Medium-high density	30-43 dwelling units per acre




RESIDENTIAL DENSITY PROPOSALS

 SINGLE FAMILY RESIDENTIAL

0-4 du/NRA Very-low


5-9 du/NRA Low

 MULTI-FAMILY RESIDENTIAL

10-14 du/NRA Low-medium

15-29 du/NRA Medium

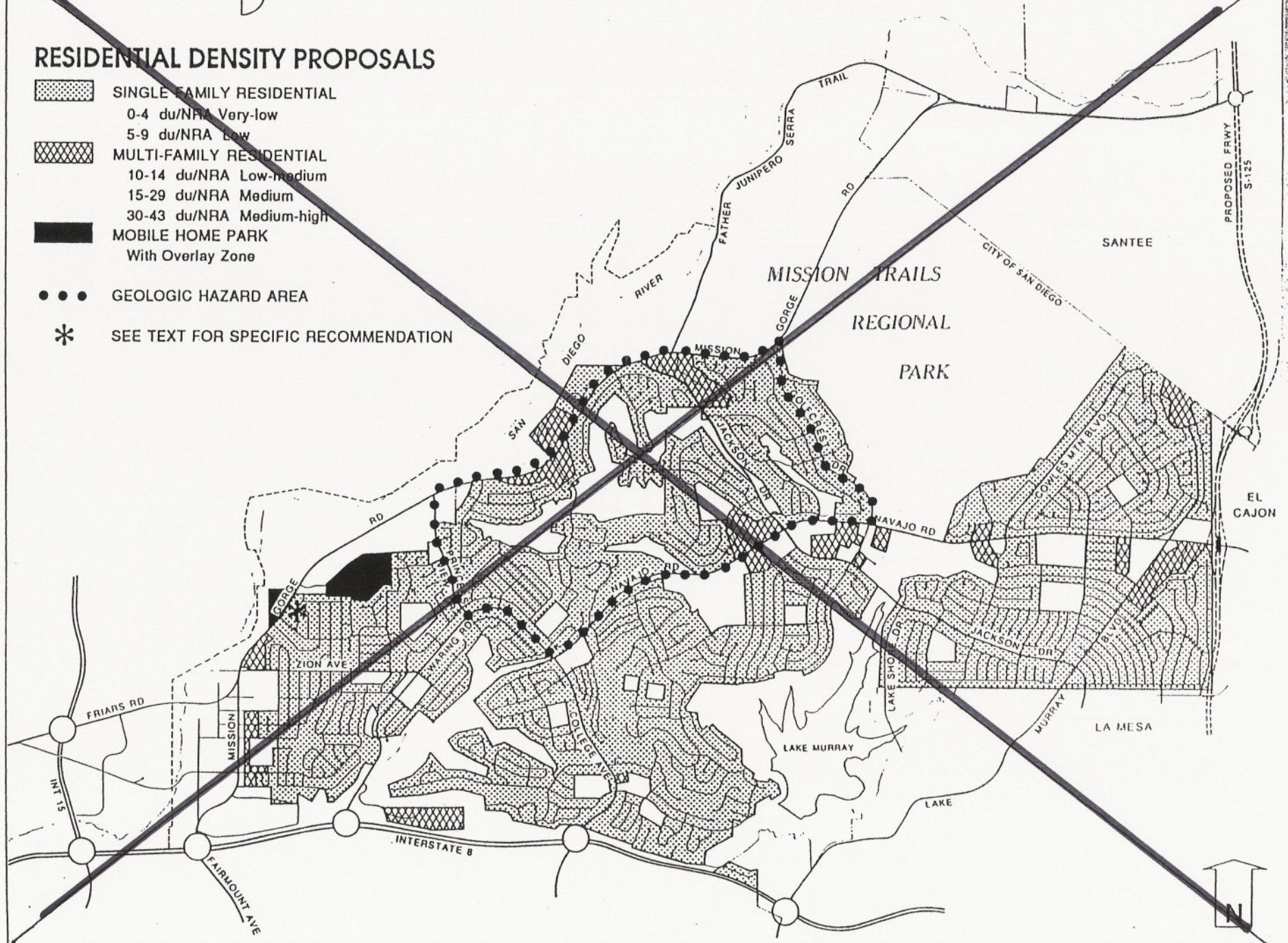
30-43 du/NRA Medium-high

 MOBILE HOME PARK

With Overlay Zone

• • • GEOLOGIC HAZARD AREA

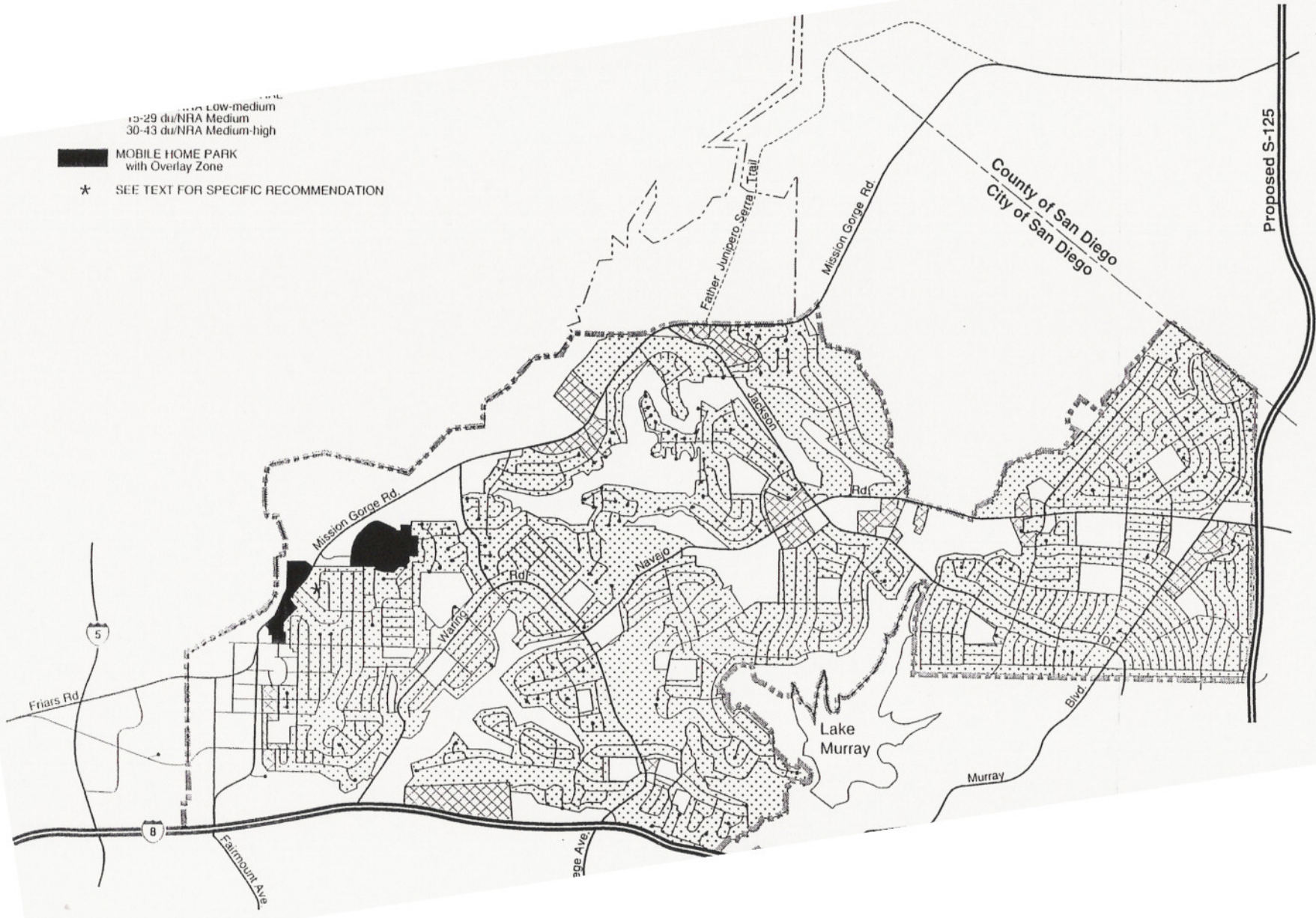
* SEE TEXT FOR SPECIFIC RECOMMENDATION



15-29 du/NRA Low-medium
30-43 du/NRA Medium
30-43 du/NRA Medium-high

MOBILE HOME PARK
with Overlay Zone

* SEE TEXT FOR SPECIFIC RECOMMENDATION



Community Plan Implementation Overlay Zone (CPIOZ)

Compliance with these regulations will be determined through a ministerial (Type A) Planning Director review in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Section 101.0457).

Development proposals that do not comply with the following supplemental regulations and the regulations of the underlying zone shall apply for a discretionary (Type B) CPIOZ permit or a planned industrial development (PID) permit. Applications for a Type B CPIOZ permit or PID permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the Planning Director in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Sections 101.0457.D through G).

Within the industrial zoned area in Grantville, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged or established until a CPIOZ permit is obtained. A CPIOZ permit is not required for any of the following:

- a) interior improvements to an existing building that do not involve a change in use or provide additional floor area;
- b) interior modifications or repairs, or exterior repairs or maintenance for which a building permit is not required;
- c) demolition, excavation, grading, or removal of vegetation; and
- d) and development processed as a planned industrial development.

Supplemental Development Regulations:

Floor Area Ratio (FAR):

New development processed under ministerial (CPIOZ Type A) review shall not exceed a floor area ratio of 1.0. Development proposals that exceed a floor area ratio of 1.0 shall apply for a discretionary permit. The discretionary review process should address: 1) the design and fit of the project in relation to surrounding development, including conformance with the design guidelines of this Industrial element; 2) the ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand; and 3) ~~the opportunity for instituting travel demand management strategies such as participation in transportation management association;~~ promotion of the Employer Transit Assistance Program (ETAP) in which employers subsidize monthly transit passes for employees to encourage transit use. The program is administered through Metropolitan Transit Development Board (MTDB) and Ridelink.

CIRCULATION INTRODUCTION

Traffic circulation is an important concern inasmuch as the movement of people and goods within the Navajo community is directly related to its future economic, physical and social well-being. An adequate circulation system is essential to provide necessary services to households and businesses in the community.

Because the Navajo area has a greatly varying terrain, and because it is adjacent to the cities of Santee, La Mesa and El Cajon, some of the transportation problems encountered here are unique. Through the application of sound planning and engineering principles, it is possible to develop a balanced transportation system that will serve the community's internal travel needs and provide access to other communities outside the immediately surrounding area.

It is beginning to be realized that, "(t)he effects from pollution, increasing dependency upon a single mode of transportation (motor driven vehicle) for all uses, and immobility among the poor, the aging, the young and the handicapped have caused doubt everywhere about the ultimate wisdom of our expanding roadway systems" (Report on Interim Hearings to the State Senate by the Senate Select Committee on Rapid Transit, 1971). It is therefore necessary to make strenuous efforts to reduce our almost complete dependence on the automobile by providing efficient alternative methods for moving people. Buses and Light Rail Transit (LRT) service provide two of the most efficient, alternative and growing modes of transportation in San Diego. San Diego's Metropolitan Transit System has an integrated bus/rail system. Currently, a network of bus routes serves the Navajo area. In October 1997, the MTD Board approved the extension of LRT through the Navajo community, continuing to San Diego State University and La Mesa. Service is scheduled to start in late 2004. The extension includes a station in Grantville that is planned to have a park-and-ride lot and would be served by the improved bus system. The LRT project included the extension of Alvarado Canyon Road over Waring Road to Adobe Falls Road, which will provide a direct connection between the Navajo Community and the LRT station. Another recent development to reduce dependence on the automobile in this direction has been the establishment of Transportation Management Associations (TMA's). A TMA is a coalition of private sector interests—developers, employers, and property managers—formed to address local transportation problems on a cooperative, area-wide basis. TMA's employ strategies such as promoting ridesharing, providing vans for employee vanpools, subsidizing transit passes, joint development of transit facilities, and providing bicycle parking and related facilities— is the Employer Transit Assistance Program (ETAP) in which employers subsidize monthly transit passes for employees to encourage transit use. The program is administered through MTDB and Ridelink.

Future transportation requirements in the Navajo area are based upon anticipated future traffic volumes or "travel forecasts". Travel forecasts depend upon many factors, one of the most important of which is the future land use proposed for a particular area. Any substantial changes in proposed land uses and/or traffic forecasts in the Navajo area, therefore, may require a modification of the proposed transportation system, as would any change in present dependencies on the automobile for

transportation. In addition to the local land use projections for Navajo, future travel demands for the entire region done by the San Diego Association of Governments (SANDAG) were used in evaluating the year 2000 transportation needs. Based on review of existing and currently anticipated future transportation needs of the Navajo area, it is proposed that the road and bikeway systems as indicated be adopted as a guideline for future street and bikeway development in the area. Additionally, it is strongly recommended that there be accelerated expansion of public transportation for the area.

OBJECTIVES

The basic objective of the circulation system is to provide each member of the community with safe, ready access around, as well as in and out of the community, by a mode of transportation of individual choice with minimal environmental damage.

To achieve this purpose will require that a fully integrated system of pedestrian, bicycle, public transit and automobile facilities be developed. The system should link all sections of the community—residential, commercial, employment, educational, recreational and cultural—by a safe mode best suited to the trip being made. With a well balanced transportation system available, the necessity for a third or even second car per household will be greatly reduced, thus decreasing air pollution and congested streets.

The following additional objectives concerning the circulation element are established for the Navajo community:

- Develop a balanced transportation system that adequately links the Navajo area to nearby communities as well as regional facilities.
- Encourage use of the integrated bus/LRT system to maximize the benefits of the transportation system and its ability to efficiently move people and goods.
- Develop a balanced transportation system that adequately accommodates the community's internal needs.
- Strive to separate automobile, pedestrian and bicycle conflicts and, where safe and practical, provide specially designated bikeways to accommodate the increased demand for this mode of travel.
- Encourage hillside view preservation in the design of new streets. Fit streets carefully into the topography to minimize grading to insure that the street is compatible with the total landscape. The geology of an area may preclude or minimize grading in some specific cases.

PUBLIC TRANSPORTATION

INTRODUCTION

The future improvements in public transportation should be viewed objectively with regard to requirements to meet Navajo's future transportation needs. A SANDAG report titled "Transit Development, Plan and Program" completed in June, 1970 discussed future transit improvements for the entire region. Mentioned as possible problems in expanding service to areas such as Navajo is the low density development, the varying terrain of the area, and the lack of a grid street pattern. Mentioned as positive factors for an increase in public transportation are the future anticipated increases in automobile congestion, concern over air pollution caused by automobiles, the increase in costs of parking for those who work downtown, and the progressive attitude of the San Diego Transit Corporation and other governmental agencies. With increased transit service, many residents will be given alternatives to multi-car ownership.

EXISTING CONDITIONS

Currently, there are five ~~four~~ bus routes that operate in the Navajo community areas. Bus Route 13 provides crosstown service on College Avenue, Waring Road, Zion Avenue, ~~Oreutt Avenue~~, ~~50th Street~~ and ~~Twain Avenue~~, and Mission Gorge Road. Its southerly terminus is the LRT station at Euclid Avenue and Market Street in Southeastern ~~28th and Boston Streets in Southeast~~ San Diego. At present, this route provides modified ~~does not provide~~ service on weekends and ~~or~~ holidays. Bus Route 115 operates from Fletcher Hills to Downtown San Diego with service in the community along Lake Murray Boulevard, Jackson Drive, Navajo Road, and College Avenue.

~~There is no service on~~ Bus Route 115 offers modified service on weekends and holidays, on Sundays. ~~Route 43 provides services five days a week from Downtown San Diego to the Navajo community via Friars Road, San Diego Mission Road, Mission Gorge Road, Princess View Drive, Waring Road, and Zion Avenue.~~ Route 854, County Transit System Company, provides limited service to the Navajo community. This route operates between Grossmont College in El Cajon and Grossmont Shopping Center in La Mesa, via Navajo road and Lake Murray Boulevard in the City of San Diego. ~~A fifth route, Route 36, does not directly serve Navajo but runs south of Interstate 8 along College Avenue, Alvarado Road, and 70th Street.~~ Bus Route 40 provides service five days/week during AM/PM peak hours only from Fletcher Hills to Downtown San Diego with Service in the community along Navajo Road and Waring Road. A fifth bus route, Bus Route 81, serves the southeast portion of the Navajo community via Baltimore Drive and Lake Murray Boulevard.

A study of Fiscal Year 1997 the operating characteristics of the various buses serving Navajo showed that Route 115 is the most heavily used, carrying over 1,000,000 ~~6,000~~ passengers annually daily with 10% of its daily trips incurring standing loads. Of the five bus routes serving the Navajo community, Bus Route 40 carries the lowest number of passengers with annual boardings totaling 41,000. This route is also the only route to exceed its capacity, traveling 5.5 percent of its miles with standees.

A survey of transit passengers in San Diego conducted in 1995 ~~1980-81~~ by SANDAG , showed that many most people who use routes servicing the Navajo community are transit-dependent. ~~Eighty-two percent of those passengers surveyed did not have a vehicle available to make their trip and 43 percent did not own a car.~~ While passengers on Bus Routes 13, 40 and 81 used the bus for transportation to work (35-87%), most passengers on Bus Routes 115 and 854 ~~A large number of those surveyed, 32 percent, used the bus for transportation to school (36-54%). This exceeds the city-wide average of 16.4 percent and can be attributed to~~ Because of the community's proximity to San Diego State University and Grossmont College the ~~—~~ The greatest percentage of riders using public transit for the ~~however, were making home to school work trips (35 percent) exceeds the city-wide average.~~

PROPOSALS

Implied in the transportation recommendations is the realization that circulation systems for personal vehicles can be designed only to accommodate a desired optimum traffic volume. Before traffic reaches this point, other modes of transportation must be programmed. In the past the alternative has been to continually increase rights-of-way or acquire new alignments to accommodate heavier traffic volumes. This alternative can no longer be considered the only solution.

The San Diego Metropolitan Transit Development Board Corporation has embarked on a program to ~~increase~~ improve bus service for San Diego. Planned transit improvements for the next five years and others under consideration include:

- ~~Institution of Route 40, an express bus from Parkway Plaza in El Cajon to Downtown San Diego with stops in Navajo.~~

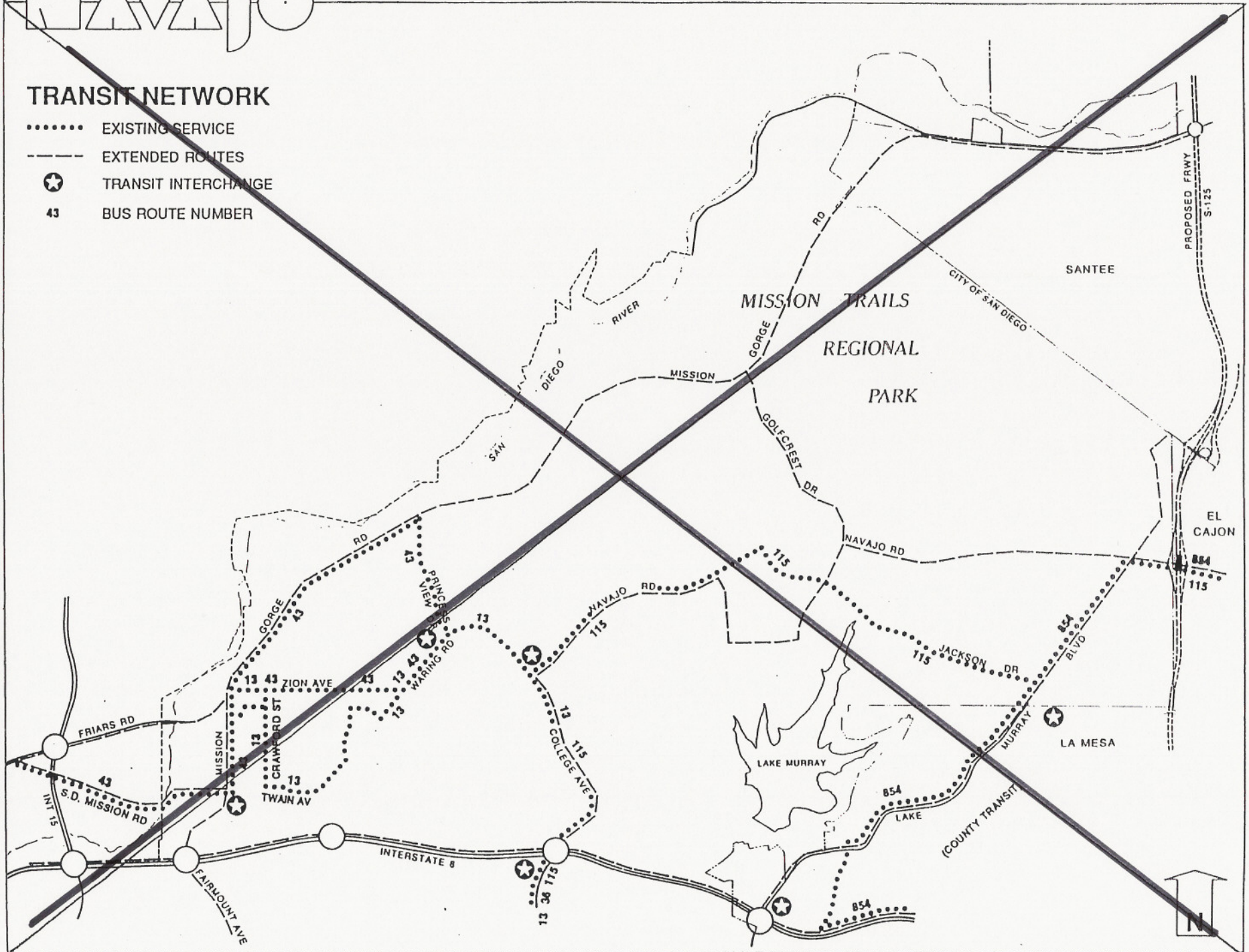
- ~~Realignment of existing Route 36 along Lake Murray Boulevard and Jackson Drive. Currently Rout 36 does not directly serve the Navajo community:~~

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TRANSIT NETWORK

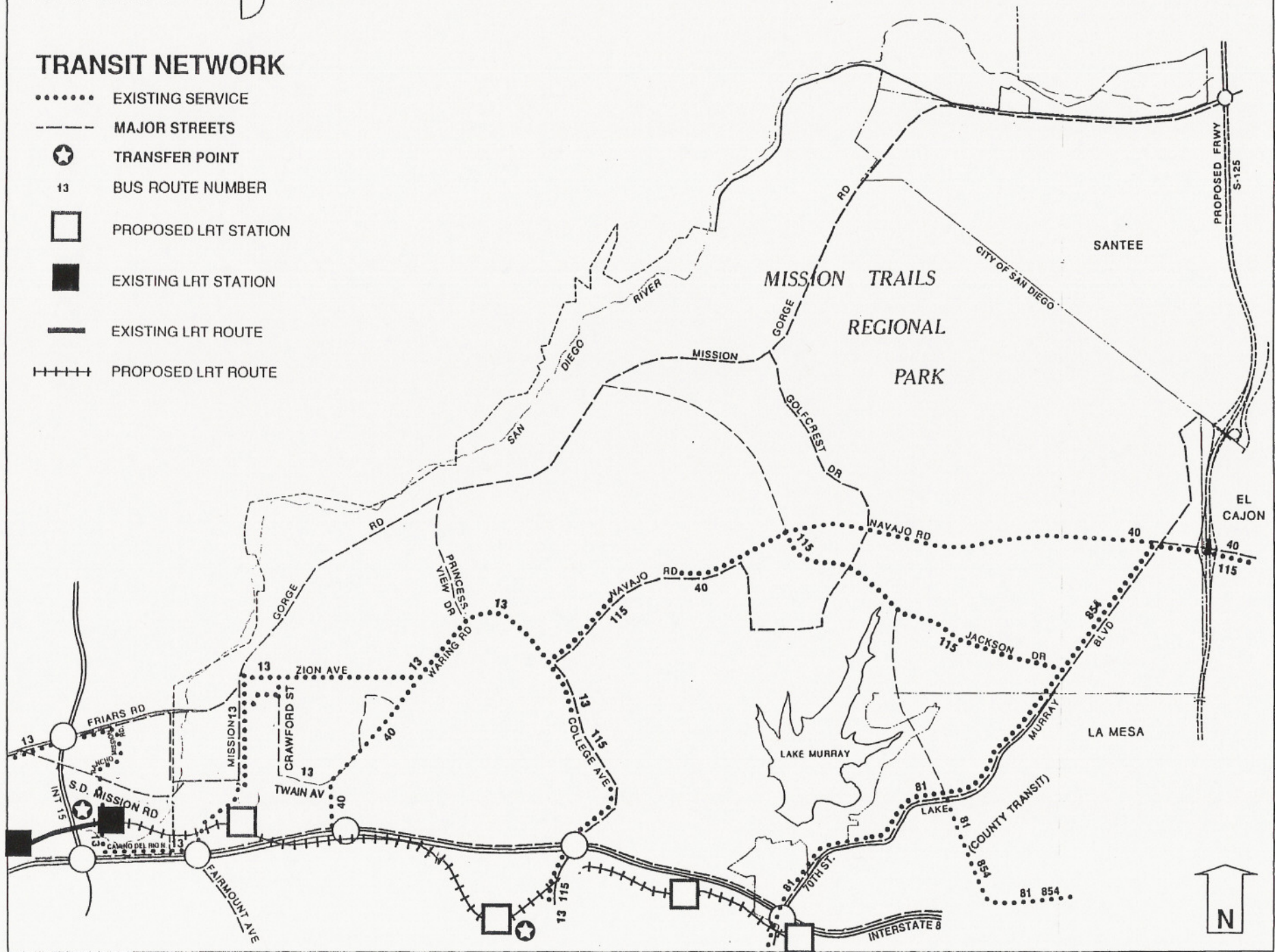
- EXISTING SERVICE
- - - - - EXTENDED ROUTES
- ★ TRANSIT INTERCHANGE
- 43 BUS ROUTE NUMBER





TRANSIT NETWORK

- EXISTING SERVICE
- MAJOR STREETS
- ★ TRANSFER POINT
- 13 BUS ROUTE NUMBER
- PROPOSED LRT STATION
- EXISTING LRT STATION
- EXISTING LRT ROUTE
- +++++ PROPOSED LRT ROUTE



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